

as on the enclosed forging report. The length of line shafting is 14 $\frac{1}{4}$ " dia & stamped

LLOYD'S No
4610
J.K.W. 28/9/33.

A new main condenser together with a Weir Augmentor Plant, main injection valve, overboard discharge valve and suction & discharge pipes fitted.

Main engine exhaust pipes renewed and fitted with change over valves to plant & condenser.

A new Drysdal Thermal main circulating pumps & engine fitted.

A standby Weir Lubricating Oil Pump, together with its connections for lubricating generator plant fitted on Tween deck flat.

Various feed pipes & ledge pipes have been renewed to fit in with the new arrangement & tested under hydraulic pressure to rule requirements.

The main engines were partly dismantled for access and refitted in good order.

The electric cables, connections & fittings were fitted in the vessel under survey & to the approved plans, and a megger test made.

The main and auxiliary machinery was tried out at a sea trial with satisfactory results. The main engines were manoeuvred with the turbo-generator working and the power on the propelling motor and the various cut outs worked satisfactorily.

New bronze propeller fitted 18'-6" dia.

The maximum IHP developed was, reciprocating engine 2780.

Turbine

1150

Total. 3930 at 83.5 revs.

cut off 35 $\frac{3}{4}$ "

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